

# The Madras Pioneer

VOL VI

MADRAS, CROOK COUNTY, OREGON, THURSDAY, SEPTEMBER 9 1909.

NO. 4

## LIVERY, FEED & SALE STABLE

MADRAS, OREGON

HOOD &amp; STANTON

GIVE

Your Orders Prompt Attention

Transient Stock Given Best Of Feed And Care

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J. L. CAMPBELL, Prop., MADRAS

BEEF, PORK, VEAL

We have the best line of Fresh Meats in the country

ALL KINDS OF GARDEN VEGETABLES IN THEIR SEASON

T. S. HAMILTON, Pres. E. H. FRENCH, Vice-Pres. J. C. FOWLER, Cash.

## EASTERN OREGON Banking Co.

FOREIGN EXCHANGE BOUGHT AND SOLD  
DRAFTS ON ALL PARTS OF THE WORLDCapital Stock, \$50,000  
Deposits, \$250,000

SHANIKO, OREGON

## A. E. CROSBY

EVERYTHING IN

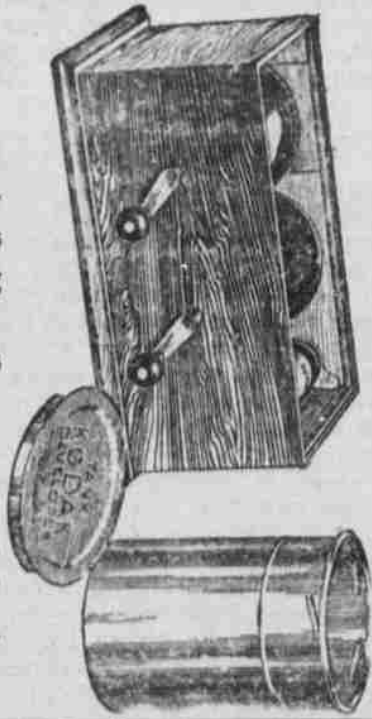
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1909 CATALOGTry a bottle of Mur-  
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MEN'S  
CHILDREN'S  
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CAPSFull Line Of  
UNDERWEAR  
For MEN  
And WOMENJ. C. & M. A. ROBINSON  
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CULVER OREGONW. H. SNOOK  
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ABSTRACTER OF TITLES  
NOTARY PUBLIC  
Fire Insurance, Life Insurance, Surety, Bonds  
Real Estate, Conveyancing  
PRINEVILLE, OREGON

## Warren Smith

PROPRIETOR

Tonsorial Parlor

BATHS

NO. 3851.

## The First National Bank

OF PRINEVILLE, OREGON

B. F. ALLEN, President.  
T. M. BALDWIN, Cashier.  
WILL WURZWELER Vice Pres.  
H. BALDWIN, Asst. Cashier.ESTABLISHED 1888  
Capital, Surplus and Undivided Profits  
\$100,000.00

## A. M. WILLIAMS & CO.

DEALERS IN

Dry Goods, Clothing,

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THE DALLES OREGON

MAX LUEDDEMANN

NOTARY PUBLIC

Pioneer Building

MADRAS OREGON

## Chief Engineer Visits The Madras Country

### MADRAS MAY HAVE ROAD SOONER THAN EXPECTED

Inspects Survey Down Willow Creek--  
Sees Redmond Irrigated Lands  
--More Engineers Are  
In The Field

Chief Engineer George A. Kyle of the Oregon Trunk Line arrived in Madras late last Thursday evening and Friday morning, in company with Robert Rea who has charge of the work for the Hill road on Crooked River near Trail Crossing, started to look over the survey of the Oregon Trunk down Willow Creek canyon and along the Deschutes to the Warm Springs ferry.

This portion of the Oregon Trunk Line is not in conflict with the Harriman line, which leaves the Deschutes canyon at Trout Creek, and the deduction is made here that the visit of the Chief Engineer means the early construction of the Hill road between the mouth of Trout Creek and Madras and that construction crews will soon be at work between those points.

Mr. Kyle returned to town from the Deschutes canyon Friday evening and Saturday morning left for Trail Crossing to inspect the construction work being done on the Hill line near Crooked River, and also inspected the Central Oregon survey to Redmond, which was recently purchased by the Oregon Trunk people.

It was rumored here that Chief Engineer Kyle would continue his trip on from Redmond to Bend and Odell, surveyors for the Hill road being at work South of both places. At any rate it is not known that Mr. Kyle returned North through Madras, and it is judged his visit South of Bend foreshadows the early placing of construction crews along the surveys now being made by the Oregon Trunk Line's locating engineers.

While in Madras, Mr. Kyle, who recently resigned as Assistant Chief Engineer of the Chicago, Milwaukee & Puget Sound to become Chief Engineer of the Oregon Trunk Line, spoke as though very much pleased with his trip of inspection so far and that from present indications the Hill road will be built from the Columbia River to Madras in much less time than was estimated at the beginning of the work.

Another crew of railroad engineers in the employ of the Oregon Trunk, numbering about 15, arrived in Madras last Saturday evening, bound for Crooked River, and it was given out that upon arrival at their destination they would begin settling grade stakes along the recently acquired Central Oregon survey, working North to connect with the survey of the Oregon Trunk Line at this place. And it is probable that before many days construction camps will be stationed every few miles between Madras and Crooked River, with crews pushing the work as rapidly as possible all along the line.

The definite terminal of Hill's Oregon Trunk Line is not yet made known. According to statements made by the head officials they don't know themselves, so to use a "canned" phrase, the Oregon Trunk "is on its way, but don't know where it's going." However, the crews of surveyors that are now working South from both Bend and Odell gives assurance that the Hill road will tap the irrigated region of Klamath Country. With his road this far Hill may conclude to invade California. Regardless of the probability of California extensions, the activities of the Oregon Trunk lead to the conviction among railroad observers that the Hill road will at least traverse Oregon, North and South, and tap the wheat, timber and irrigated sections of Crook County and also the Klamath Lake region.

The Oregon Trunk is preparing for more active operations at the mouth of the Deschutes River. An agreement has been entered into with the owners of the damsite near the mouth, under the terms of which the railroad will cross the dam 150 feet above the river and 10 feet higher than the dam. Wagon roads are being rapidly constructed for the moving of the outfits now on the ground.

### MAN KILLED AT SHERARS BRIDGE

The first fatal accident on the construction of the Deschutes Railroad, occurred at the Hastings camp in the Deschutes canyon near Grass Valley last Thursday night at about 11 o'clock.

A. Rowson was sleeping in a tent with

two other men when without warning a large rock about the size of a man's head fell from the high cliff above and torn through the tent striking Mr. Rowson on the left side. It fractured the left leg and caused internal injuries. The injured man was taken to the railroad hospital at Grass Valley, reaching the city in the early morning and died at 10:25 a. m.

He was a native of England and 34 years of age.

### RECEIVER ASKED FOR IRRIGATION COMPANY

Struggle On For Control Of Deschutes  
Irrigation & Power Company's  
Land Holdings

Control of the Deschutes Irrigation & Power Company, the concern that is carrying on a great work in this county, is now a live issue. The bond holders have instituted a suit in the Federal Court at Portland to have a receiver appointed and in the allegations of the complaint, mismanagement and delinquency in payment of interest on bonds is charged. Replying to these statements the local management which represents control of the stock of the company, says that this latest is an attempt to grab a plum which gives great promise of richness by the railway lines now building in this section.

Troubles for the irrigation enterprise seem to be culminating at a most inopportune time. However, assurance is given on both sides that there will be no check in the reclamation work in the Bend country. When the Oregon Trunk Line is extended into that section, the lands offered by the Deschutes concern will be among the very inviting prospects open to settlers. Rapid development and a large influx of settlers were considerations figured upon by the Hill people when projecting a line into Central Oregon.

John G. Deshler, a banker of Columbus, Ohio, is the complainant in the suit filed. He is said to represent the bonded interests of the irrigation enterprise, aggregating about \$350,000. L. G. Addison and F. H. Sink have come to Oregon to take charge of the legal proceedings, retaining as assistant in this work Col. C. E. S. Wood, who filed the papers last week. These men represent the bond holders' committee, which has been making an inquiry into the company affairs for several weeks, and believe that it is necessary to get a reorganization of the company.

Something more than 214,000 acres have been segregated in the Deschutes project. Of this total about 60,000 acres has water on at the present time, and approximately 50,000 acres has been sold to settlers. The stock issue was \$2,500,000, which went to the promoters of the company—Messrs. Johnston, Turney, Guerin and Deshler. Bonds to the amount of \$359,000 have been issued during the progress of the work. Recently interest on the bonds has been in default, as the sale of land reclaimed and ready for settlement has been slow, says the management. With the railroad in early prospect, the local officers say that they have begun negotiations to pay the bond interest, and would have no difficulty in putting everything in good shape.

At the time the company was formed the average price for the reclamation of these lands was \$10 per acre. The company operated under this contract for several years when it was found that the price was ruinously low and that if work continued under this contract disaster would follow and the company go into bankruptcy. The company petitioned and succeeded in making a new contract with the State Land Board at an average of \$25 per acre for the remaining lands of the Pilot Butte and the Oregon Irrigation projects, being at that time about 100,000 acres unsold. Another contract for what is known as the Benham Falls contract of 74,000 acres at a price of \$60 for each irrigable acre and \$2.50 per acre for the non-irrigable or pasture acreage. The project has been handicapped to a great extent on account of the lack of transportation but the company has been making good progress with the work, considering this great handicap. The resources have been used in carrying on the development and making the property more valuable.

Excavation for the new warehouse and business building of C. E. Roush, to be used in connection with his Madras Trading Co. store, was commenced yesterday. The building will be erected adjoining his present quarters, the rear to be used as a warehouse and the front as a sales room.

## Rival Crews Busy In Des- chutes Canyon

### CONTRACTORS NOT DE- LAYED BY LEGAL BATTLE

Men And Equipment Leave Daily For  
Interior, Where Warehouses  
Are Used For Storage  
Purposes

The Dalles, Or., Sept. 6.—From all indications in The Dalles and reports from various camps along the surveys, neither the Hill nor Harriman railroad contractors are worried as to the outcome of the legal battles of the rival railway magnates.

Porter Bros' headquarters in the Masonic building is a busy place, an office force of about 12 people being maintained. Regular shipments of steel rails and other equipments are being made over the Great Southern, and wagons loaded with men and supplies are being sent out from here at intervals.

A party of prominent business men of The Dalles returned recently from a trip through the country that will be tapped by the proposed Deschutes railroads. Moro, Grass Valley and Shaniko were among the towns visited, and in speaking of the trip one of the party made the following statement:

"In my opinion at least one road will be built, and from present activities there is no reason to doubt the construction of both roads. On this side of the river, at the mouth of the Deschutes, Porter Bros. have a big crew of surveyors camped, and on the opposite side Burns & Jordan, subcontractors under Twohy Bros., Harriman contractors, have 150 laborers at work grading. Twohy Bros. are sending supplies regularly from Grass Valley, their headquarters, and they have leased the W. H. Moody warehouse at Shaniko, which is used for storage purposes.

"Porter Bros' men are in evidence everywhere, and the Oregon Trunk people have lots of supplies at Shaniko, where they also have leased a warehouse from W. H. Moody. They have secured the Malcolm Moody warehouse at Dufur and have a large amount of supplies at the Southern terminus of the Great Southern."

### PRINEVILLE MAY BE ON RAILROAD MAP

Information Leading To The Bellet Hill  
Contemplates Building Up  
Crooked River

#### Prineville Review

A man who arrived at Prineville Monday from The Dalles at the request of Porter Bros., contractors for J. J. Hill, gave the information that he was going to work for the Porters in Crooked River Valley, and that the route contemplated by Hill involved a road from Madras to Burns, thence to the Lakeview country and on to San Francisco. The man was most positive that Prineville is to have a railroad, in spite of the fact there has never been a railroad surveyor's stake driven in the valley.

The news caused a small flurry of excitement here, the people of Prineville not having become accustomed to hear railroad talk in connection with their home town. If the man's assertions are correct, Hill's plans of building South of Bend are carefully masking his future possible operations here, until a sufficient crew of engineers accumulates to map out the line between this city and Burns. At any rate, if the statement proves to be correct, Prineville will know it within a week, as Hill loses no time when once he starts upon a project.

### BANK FOR MADRAS IS NOW ASSURED

J. M. Conklin of Portland, who has been making preliminary arrangements during the last few days to locate a bank at Madras, left for Portland last Thursday, where he expects to purchase the supplies and equipment necessary to conduct a general banking business at this place.

There has been quite a number of shares subscribed by local capital in this vicinity, the price of which is \$100 per share. The incorporation papers will be taken out under the laws of Oregon, and as soon as practicable after the return of Mr. Conklin the organization will be completed.